

To-day's
Advertisements.

VICTORIA PRECEPTORY.

A REGULAR MEETING OF THE VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, Zeland Street, on THURSDAY, the 26th instant, at 6 for 6.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 19th January, 1899. [922]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG," Captain Bradley, will be despatched as above on TUESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th January, 1899. [922]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched on TUESDAY, the 24th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impending the discharge or remaining on board after Noon, SATURDAY, the 21st instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 19th January, 1899. [1002]

Intimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White Capsule, \$10.80

B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark, 10.80

C.—WATSON'S ABELLOUR-GLENLIVET, Red Capsule, with name and Trade Mark, 12.00

D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule, 14.40

E.—WATSON'S VERY OLD Liqueur Scotch Whisky, Gold Capsule, 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELLOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. R. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

Established 1841.

BIRTHS.

At Nagano, Shinshu, on January 5th, the wife of the Rev. FRANK S. SCUDDER, of a daughter.

On the 7th January, at No. 57, Bluff, Yokohama, the wife of W. T. CARLETON, of a son.

At Yamamoto-dori, 4-chome, on the 7th inst., the wife of S. E. LEVY, of a son.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 19, 1899.

NOTES AND COMMENTS.

COUNT MURAVIEFF's circular to the European Cabinets, as reported by Reuter is indeed a curious document. His proposals, we are told, include the prohibition of ships with rams, of submarine torpedo boats, of new and more powerful weapons, of explosives and of any new invention. In fact, the whole progress of the world, except along the lines of peace, is to be arrested. The nations are to rest satisfied with the means of offence and defence, which they at present possess and are to abandon all attempts at perfecting anything of a warlike nature which is at present in an imperfect stage or of improving anything that is now looked upon as serviceable but capable of improvement.

It is a remarkable coincidence that the same telegram which gives us the gist of the Tsar's Peace Proposals should announce that France has at last resolved upon the construction of six submarine torpedo boats, having been successful in a long series of experiments with these peculiar craft. Will France be content to shelve her new invention in the interests of peace? We do not think so; for the possession of a few serviceable torpedo-boats of this description, which could approach an enemy beneath the water, totally out of sight and out of reach of any gun yet invented, and which could launch a torpedo at the bottom of a warship, her most vulnerable part, with little or no risk to themselves, would give any navy such an immense advantage that we do not think it is in human nature to abandon it. If the new submarine boats now under construction in France are really efficient craft, then it will mean a revolution in the whole art of naval warfare and other nations will have to put on their considering caps to discover some means of defence for their ships against the attacks of these unseen enemies.

We do not think that there can be two opinions as to the proposal to place a prohibition upon ships with rams. The answer of the nations must of necessity be in the negative. Not because we believe the ram to be absolutely essential to naval warfare, but for the very simple and sufficient reason that the prohibition would mean the reconstruction of nearly every efficient fighting ship the world over. Take a glance at our fleet at present assembled here and see what such a prohibition would mean. It would necessitate the doing away with every fighting ship in the harbour, with the exception of the *Archer*, the gunboats and the destroyers. It is not at all probable that the nations will consent to a proposal which would mean either the expenditure of millions upon alterations to their existing ships, or that they one and all become comparatively helpless and incapable of defending themselves for want of suitable ships.

The prohibition of new and more powerful weapons, of explosives and of any new warlike inventions is impracticable. Who would consent to it? It would mean that other nations would be placed at the mercy of any power that chose to break the compact and make secret preparations for war, and that guarantee can there be that such a breach of faith would be impossible? Besides, how is it that Russia has shown no signs of setting the example of disarmament as a guarantee of good faith? We do not go so far as to say that Russia should have immediately disbanded her army and sold her navy to the first bidder, but it would have been more in accordance with the peace proposals put forward by the Tsar had she ceased to increase her armament so soon as the Manifesto was issued, and this we know she has not attempted to do, but has, on the other hand, been making most elaborate preparations for war.

Another point worthy of note, is that Reuter's summary makes no mention whatsoever of any prohibition being placed upon the use of war balloons. Now, it is a well-known fact that Russia has been studying the problem of aerial navigation for a considerable period, and if submarine torpedo boats are to be vetoed why not aerial ones as well? For all we know to the contrary Russia may have an airship perfected at the present moment, which, like those described in recent works of fiction, would be capable of destroying every species of warship, with the exception of the submarine torpedo boats upon which the prohibition is to be placed. We do not think that the time is yet ripe for disarmament. Man is not yet sufficiently civilized to abandon all the old fighting instincts of his ancestors, and, though we give the Tsar full credit for his humane motives and believe that he personally is thoroughly earnest in his proposals, whatever his advisers may be, we perfectly agree with the *Times* that those proposals are visionary and impracticable. The Millennium has not arrived and is not on the way as yet.

WEATHER REPORT.

The Observatory report says:—On the 19th at 11.45 a.m. the barometer has risen in S. China and Japan. The high pressure area, central in N. China, extends now over the whole of the coast of China and Japan. Gradients slight on the coast, rather steep with strong monsoon in the N.E. of the China Sea. Forecast:—moderate N.E. wind, fine.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE UNITED STATES AND THE PHILIPPINES.

LONDON, January 17th. The American Commission will sail for the Philippines early in February and will remain for an indefinite period as a general advisory board to President McKinley.

SUBMARINE BOATS. Owing to successful experiments with submarine torpedo-boats France is building six of them.

THE TSAR'S PEACE CONFERENCE. Count Muraviev in a circular to the European Cabinets states that although the horizon has become somewhat overclouded since the first communication, the Convocation of a peace Congress is still advisable. The proposals to be submitted include, the prohibition of submarine torpedo-boats, ships with rams, the prohibition of new and more powerful weapons or explosives and any new inventions. The *Times* regards the proposals as visionary and impracticable.

(From Japanese Papers.)

AN OPINION FROM PEKING.

A Peking dispatch of the 10th inst. declares that Great Britain, in organizing a Chinese regiment at Wei-hai-wei, is ignoring the law of nations. It is as if Great Britain regarded China as a British protectorate. In Peking it is believed that the matter will prove the seed of future troubles.

THE CONDITION OF CHINA.

The gun-boat *Oshima*, now lying at Sasebo, has been ordered to South China for the protection of the Japanese settlements.

ANOTHER BOILER EXPLOSION.

Last night an explosion of a boiler occurred at the Miyaura Colliery, killing two men on the spot and badly injuring three others.

THE SILK MARKET.

There is no change to note in the raw silk market. Sales to-day to foreign firms amounted to 825 bales.

MORE TAXES.

In order to supply the deficit, the Government proposes to impose a tax on houses. The deficit of revenue which still has to be made up amounts to ¥5,700,000. It is proposed that the tax should be cumulative one, those houses below a certain value being exempt altogether. The total number of houses in the Empire is about eight millions, of which some 300,000 will come under the clause of exemption. The new measure is estimated to yield an income of about four million yen, and the balance of deficit will be made up by raising the price of tobacco.

LOCAL AND GENERAL.

H.M.S. *Edgar* arrived at Singapore, homeward bound on the 9th inst. and was to sail for England on the 10th, after coaling at Tanjong Pagar.

The mortality returns for Hongkong for the week ending December 31st show a death rate of 13.8, against 18.7 for the corresponding week the previous year. The death rate for the following week was 14.2, against 18.3.

At the meeting of the Sanitary Board this afternoon an application for permission to erect water-closets at the Ice Factory, East Point was declined, as was also one to erect water-closets and trough-closets at the new cotton mills, East Point.

At the annual meeting of the P. and O. Company, Sir Thomas Sutherland said that they had contracted for another steamer of the *China* type, which would be named the *Persia*, and that they had expended two millions sterling on vessels in the interest of their new mail contract. He also claimed that in case of war these fast steamers would be invaluable aids to the Navy.

At the meeting of the Sanitary Board this afternoon a letter was read from Mr. N. J. Ede, who is now in London, stating that as the Board would be considering the question of refuse destructors shortly, he was forwarding the latest book on the subject. He sent his kind regards to his old colleagues on the Board. A resolution thanking Mr. Ede for his gift was passed.

A FANCY dress ball was given on the 6th inst. at the Public Hall, Yokohama, in aid of the funds of Christ Church. The principle characters represented being Chinese, and Japanese and a Bedouin, who's only fault was being too clean to be natural. Dr. "Jim" was also a great favourite, and a Hongkong Sikh policeman was greatly admired. The ball was a success both financially and socially.

A RETURN of food and drugs analysed during the quarter ended December 31st was submitted to the Sanitary Board this afternoon. Of eight samples of brandy four were found genuine and four adulterated; of five samples of whiskey two were genuine and three adulterated; and one sample of rum tested was genuine. The adulteration was due to the addition of water and not to the introduction of any deleterious substance.

At the Magistrate's this morning a ticket-of-leave man named George Brown was fined \$5 for assaulting the bar-man at the Globe Hotel last night. A similar sum for assaulting the police in April, 1895, Brown was sentenced to several years penal servitude for wounding with intent to murder, and was only liberated on the 17th inst. He admitted the charges brought against him, adding that he only took a few drinks, but with his being without for so long, they took effect upon him.

At the Magistrate's this afternoon the cook employed by Mrs. Wagner, of Garden Road, Kowloon, was charged with administering poison or some other obnoxious drug with intent to do grievous bodily harm to five men. On returning from Hongkong at noon on the 10th inst. Mrs. Wagner found her servants stupefied. She made a report at the Yau-ma-tei Police Station, and the men were taken to the hospital, being discharged the next day. Their story was that while they were preparing their meal defendant came with a jar of fat and put it into their food, and when they had partaken of the fat and found it contained datura. Defendant was committed to take his trial at the Sessions.

A FOOTBALL match was played on the Happy Valley between the Queen's College and Victoria English School resulted in a win for former 3-2.

At a Court Martial held on the *Narcissus* this morning Edward Bullen, an A.B. on the *Powerful*, was sentenced to three years' penal servitude for striking a superior officer.

THE Japanese are still rather nervous of attempting the manufacture of the new Arisaka quick-firing gun, and so have sent Colonel Arisaka on a tour of inspection in Europe and America, to see if any improvements are possible on his present pattern.

THE Shroff at Hung Hom Cattle Depot was charged at the Magistrate's this afternoon with impressing the broad arrow on two cattle without lawful authority. On the morning of the 6th inst. a butcher took two cows to the depot. He wanted them to be slaughtered, and defendant said that if he would pay him one dollar he would allow the cows to be marked with an instrument which he had in his possession, and then he could take them to be slaughtered. The butcher paid the dollar, and the cows were marked by a coolie. The butcher took the cows to the slaughter-house and handed a paper with which defendant had supplied him to the Indian on duty. Defendant's change had been reported to the Inspector in charge, and being on the watch on the occasion in question, he arrested the butcher and the coolie, and on the following day they were dealt with for passing a false mark. Both cows were ailing, and the Inspector had refused to pass one of them and would have refused to pass the other. It transpired that defendant and the coolie divided the spoils and defendant was accordingly arrested last night, and this afternoon he was sentenced to six months with hard labour.

THE LAUNCHING OF THE "SANDPIPER."

The *Sandpiper*, one of the gunboats which have been built by the British Government for service on the different waterways of China, was launched yesterday afternoon at the Kowloon and Whampoa Company's Dock. There were quite a number of ladies and gentlemen present to witness the event. The vessel slid into the water among others we noticed Sir Henry Blake, Lady Blake, Miss Blake, Major-General and Mrs. Gascoigne, Rt. Rev. Bishop Hoare, Rear Admiral, Mrs. and the Misses Holland, Mrs. A. Jackson, Mrs. and Col. Evans, Mrs. Home, Captain Fisher, Mr. and Mrs. Gordon, Mr. T. Jackson, and a number of naval officers. After a short service by the Bishop, and precisely at 4 o'clock, Mrs. Holland cut the rope, broke the bottle of wine, and immediately the *Sandpiper* glided gently into the water. The vessel, which had charge of the launch, was to be congratulated on the precise and complete manner in which the work was done.

The *Sandpiper* was built at Yarrow during 1898, being afterwards taken to pieces and sent out here in sections. On November and the rebuilding of her was commenced at the Kowloon Naval Depot, the greater part of the work being performed by her present crew. In length she is 100 feet, and has a beam of 16 feet; she draws two feet or a little over, and has a freeboard of about four feet. There are three rudders which are worked by steam steering gear. The main feature of the little craft, however, is the two five bladed propellers, and their arrangement. The gunboat's bottom is of composite flat, and in the flat bottom a cavity, cigar form in shape, is made in which the propellers are set. These cavities are really above the level of the water; when stationary, only two of the five propeller blades being submerged, but when in motion the cavities, which are air-tight, become filled with water, and the propellers have the necessary water to work in. This arrangement is necessary owing to the very shallow draught of the vessel. The boss is exceedingly large. Another important feature is that the propellers can be either repaired or renewed without docking. The opening of a trap door reveals to you the propellers, which can be worked on with the greatest ease.

She has triple expansion engines and water tube boilers, and travels about nine knots with 140 lbs. of steam. The upper works are also Meiford built-steam at twenty-five miles. Her armament consists of two six-pound Hotchkiss guns, and four Maxims; the former gun will fire about eleven rounds per minute, and the latter about six hundred rounds per minute. One six pounder is placed at each end of the battery deck, and the Maxims on either side.

There are two magazines—one opening into the Ward-Room, and one into the men's quarters. In both the Ward Room and Petty Officers Room there are a number of rifle holes, which are fastened and covered from within. Another most unique and serviceable contrivance is the telescopic sight indicator, which is rigged out in front of the gunboat's bow. The indicator can be set at certain required depths, and should the water become shallower the rod strikes the shoal, and a bell alarm is rung. Should the vessel run aground, iron props with flattened bottoms have been made so that she can be lifted sufficiently to help her get into deeper water.

The miniature steam capstan took every one's fancy. Lieutenant Commander Carr is in command, and Dr. Mathew is the Surgeon. The crew is made up of eighteen blue-jackets and five Chinese.

The officers quarters are situated forward, the Petty officers at the stern, and the crew sleep on the upper deck. Altogether, their quarters are very comfortable and cosy. In appearance the *Sandpiper* is a first cousin to our very own *Gulding Star*; she is a sister ship to the gunboats that are doing and have done such excellent work on the Nile. It is within six months, the *Sandpiper* does not succeed in exterminating the pirates of the West River, we are sure it will not be the fault of the smart officers and crew of this will found little gunboat. A commission trial of the *Sandpiper* will be made on Friday next.

DEATH OF MR. IWANURA.

The death of Mr. Iwanura Sadatoka, a member of the House of Peers, is announced as taking place on the 7th inst. The deceased gentleman was a *shikoku* of the Saga clan, and rendered a great service to his Lord in a critical period of the opening of the country to foreign trade. It was chiefly due to his advice that the clan economized its expenditure by the 30,000 *koku* of rice and in 1866, built the *Nishikuni*, one of the first Japanese gunboats. After the Restoration he (in 1869) joined the Government service as a judge connected with the late Colonial Department (*Kaito-bu*), and afterwards held the governorship in succession of several prefectures, being finally appointed Senator. He had reached the ripe age of 72 at the time of his death.

—K. Chronicle.

COLONIAL VETERINARY SURGEON'S REPORT FOR 1898.

At the meeting of the Sanitary Board, this afternoon the following report for the year, 1898, was submitted by Mr. C. V. Ladd, Colonial Veterinary Surgeon:—

IMPORTATION OF LIVE STOCK.

Since the autumn of 1897 foot and mouth disease has been raging over the whole of South China, and spreading rapidly from place to place in the whole of Indo-China. In the month of November, 1897, the disease appeared for the first time in eleven years in the Colony and since then it has been impossible to stamp it out under the ordinary precautions which would be taken elsewhere.

Dependent, as we are, entirely upon the mainland for supplies, it would be impossible to prohibit the importation of cattle altogether, or the meat supply of the colony would be cut off, and as the disease still remains general over all the districts from whence our cattle are drawn, it naturally follows that from time to time a few infected animals are brought in. Therefore until the disease runs its course in the adjacent provinces it is impossible to prevent a few cases being landed occasionally in the colony, though much might be done to prevent its spread had we proper inspection laws for cattle, of which I urged the necessity as far back as 1888.

I again referred to the matter in my Annual Report for 1892 mentioning an instance where an outbreak of rinderpest at Kobe once cut off the entire milk supply of that port; and here quote an extract:—There is nothing to prevent a similar outbreak in Hongkong sooner or later unless something is done to provide proper inspection laws to which all cattle should be driven directly upon landing there to remain at least 12 hours before being inspected and passed into the permanent depots or else. This is the method adopted in the United Kingdom and other countries, and even then occasional cases of disease escape detection and so cause wide-spreading outbreaks which are difficult to check, hence it will be easy to understand the risk which is run here with no inspection law at all.

During the early part of the year the provinces of Kwang Tung and Kwang Si were also over-run with rinderpest or cattle plague, which killed off large numbers of cattle, and, together with a rise in the value of rice, caused a scarcity of animals and higher prices; but the supply, though at times intermittent, was always equal to the demand.

It will be seen under the heading of "animal depots" that the number of animals imported for slaughter during the year, 1898 exceeded those for 1899 by 3,721 cattle, 5,446 sheep and goats, and 27,332 swine.

As most of these animals are brought from long distances to Hongkong it is desirable that an effort should be made to encourage the breeding of cattle and swine upon some part of the extended territory when it is taken over, though suitable localities become available, though there might be many difficulties to contend with at first owing to the great reluctance of the Chinese to depart from the rigid rules of "old custom."

ANIMAL DEPOTS. With the exception of the outbreak of foot and mouth disease in the cattle depots the general health of the animals housed during the year was good.

The total number of cattle admitted into the depot at Kennedy Town was 21,611 and at the Hung Hom Depot 1,252.

In the swine depot at Kennedy Town 137,237 animals were admitted, and at Hung Hom 15,154.

At Kowloon there is great need of a small swine depot, these animals at present being accommodated in part of the cattle depot.

24,686 sheep and goats were housed at the Kennedy Town depot during the year.

SLAUGHTER-HOUSES.

Victoria and Kowloon.—These two buildings are both in a good state of repair and amendment and will meet all requirements for some time to come.

Shaukiat and Aberdeen.—Both these places are still without a proper slaughter house although section 8 of Ordinance 17 of 1887 reads that "a sufficient number of fit and proper slaughter houses to meet the requirements of the colony shall be provided by the Government."

I called the attention of the Sanitary Board to this matter as far back as 1890 in my annual report.

There is no doubt in my mind whatever that, in order to maintain a complete check upon the main source of the meat supply of the colony, the slaughter house at Kennedy Town should be properly and efficiently managed and should be under the immediate control of the Government and not leased out to a private individual as at present.

To prevent the slaughter of pigs in the roast pork shops of the colony, which at present prevails to a considerable extent, it is necessary to amend section 12 of Ordinance 17 of 1887, as pointed out to the Board in my letter dated 14th June, 1898.

The total number of animals slaughtered at Kennedy Town, Kowloon, Shaukiat, and Aberdeen for the year ending December 31st, 1898, was as follows:—Cattle 21,611, Sheep and Goats 15,956, Swine 153,485.

In order to show the large increase in the annual number of animals slaughtered I insert below a list giving the total for the past ten years.

The decrease in the number of swine killed during the year 1894 I attribute to the plague epidemic of that year, and it will be seen that its effects may also be traced into the following years.

The number of swine slaughtered during the past two years points to a considerable increase in the native population of the Colony during that period.

Annual list of animals slaughtered for the past ten years, from 1889 to 1898.

Year.	Cattle.	Sheep and Goats.	Swine.
1889	17,863	10,110	119,856
1890	18,519	10,591	123,853
1891	18,418	9,673	122,045
1892	18,180	11,871	126,766
1893	17,866	11,770	131,298
1894	16,898	10,937	125,725
1895	19,418	12,592	129,035
1896	19,546	14,693	129,103
1897	20,094	14,226	137,748
1898	21,611	15,956	153,485
Total.	187,943	121,619	1,299,791

DISEASES.

During the year two outbreaks of infectious disease occurred in the dairies of the colony. On February 28th rinderpest or cattle plague broke out at the "Season's Villa" premises, most of the European breeds of cattle died, but fortunately the measures taken prevented the spread of the disease elsewhere.

I may mention in connection with this outbreak that I had an opportunity of treating the last case which occurred with serum prepared by myself, and am pleased to record that the animal recovered under the treatment.

From the result of my observations, I am confident that given the necessary appliances, I could successfully combat an outbreak of this disease, and think that at least 50% of the animals infected might be saved if taken in time.

On December 22nd foot and mouth disease broke out on the premises of the East Point Dairy at Wai-nai-Chong. The disease assumed a very mild type and up to the end of the year had not spread to any of the other farms.

In both cases the premises were declared infected areas by the Board under the provisions of "Bye-laws Nos. 12 and 13 of schedule A of Ordinance 17 of 1887."

Although as far back as 1889 I recommended that no cow sheds be licensed by the Board within the precincts of the city, I regret to note that nothing has yet been done to consider or carry out my suggestion.

In my report to the Board dated 31st January, 1898, I went very fully into the subject of the milk supply of the colony, and pointed out that consumers would do well if, in protection of their own interests, they were to insist upon a guarantee from the dairy supplying them that they had given up the practice of purchasing milk from outside sources—that is to say, from native dairies—as the condition under which their milk is collected leaves much to be desired.

Native cow-keepers can never be brought to understand how very essential it is that the strictest sanitary principles should be observed when dealing with milk, nor can they, I am afraid, be ever prevented from adulterating it, which fraud, I am sorry to say, is now carried on to a very large extent.

Pure water added to milk—although constituting in itself an illegal act—does not render such milk harmful,

higher, elsewhere, are naturally unruled and insubordinate, and the work is not efficiently done in consequence.

A good deal of sickness was prevalent during the year amongst the members of the staff which I take it was due in a great measure to the nature of the duties required to be performed. I was also temporarily incapacitated from duty upon several occasions owing to attacks of tropical disease.

Mr. May asked whether the Board had any information regarding the site of the new western market referred to by Mr. Ladd. Some months ago the Government consulted the Board and some of its officers on the subject, but they had heard nothing about the matter since.

Dr. Clark said the Board had not been consulted at all in the matter.

On the motion of Mr. Osborne, seconded by Mr. May, it was decided to adjourn the consideration of the report until the next meeting.

ROYAL HONGKONG YACHT CLUB.

The first of a series of three races for the R. E. Cup will be sailed on Saturday next starting at 2.15 p.m. The course will be—Meyer's East Buoy, Channel Rocks, Kowloon Rock, Meyer's Buoy and Channel Rocks; ten miles. The Sixth Club Race will be sailed on the 22nd instant; course No. 20.

THE OPERATION OF THE NEW TREATIES.

THE OWNERSHIP OF LAND: EMPHATIC WORDS OF THE "JIJI."

The *Jiji* has an article strongly urging that at this juncture Japanese should show themselves liberal and broadminded. Now that it is decided to throw open the interior to mixed residence, our contemporary urges that foreigners in Japan should not be regarded as foreigners were in old times. No discrimination should be attempted against them. Of course the restrictions prohibiting foreigners from holding shares in commercial undertakings will lose their validity as the result of the revision of the Treaties, except in cases where special legislation exists, but the law denying foreigners the right of owning landed property will even then remain in force. This, says the *Jiji*, is absurd. Foreigners who settle in the interior do so in order to obtain profits from trade, and whether they carry on business themselves or invest their capital in Japanese undertakings, they will first consider whether their profits be secure. Most businesses have some connection with land. For instance, railway and industrial concerns cannot be carried on independent of the land. If foreigners are given the right to carry on legal business, but denied rights over landed property, it is only natural that they will feel it hazardous to start on any business or invest their capital in a country where such laws prevail. Our readers will be aware that this is exactly the argument advanced in the British Memorial. The failure of railway companies in their attempt to introduce foreign capital is simply due to the fact that foreigners cannot hold real estate. Now that the time has come to throw open the whole country to the free residence of foreigners, if the prohibition against their owning real estate be maintained, this will be equivalent to inviting foreigners on one hand and putting obstacles against their coming on the other. Thus the object of the revision of the Treaties, accomplished after such great toil and perseverance, will be frustrated. Concluding its remarks the *Jiji* once more strongly urges that all restrictions upon the ownership of real estate by foreigners should be abolished.—*K. Christie.*

JAPANESE JOTTINGS.

(From Japanese Papers.)

THE TONNAGE BILL.

Several coal merchants at Moji are taking energetic steps to oppose the Tonnage Bill.

THE FORMOSA CABLE.

The cable steamer *Okinawa Maru* that has been engaged in repairing the cable between Formosa and Pootung, has finished the work and returned to Nagasaki.

THE FORMOSA RAILWAY CO.

The period allowed for the Formosa Railway Co. for the completion of all preliminaries expired on the 15th inst., but the Government has extended the time until the 28th February, subject to two conditions, which are not given.

THE "HONGKONG MARU."

The S.S. *Hongkong Maru* has gone down to Yokosuka to be docked, prior to undergoing examination with a view to obtaining a county under the Navigation Encouragement Law.

REVIEW OF TROOPS.

The Emperor reviewed the troops of the Imperial Bodyguard and First Division at Aoyama on the 9th inst. Several Imperial Princes were present, besides the foreign Military Attaches and others.

DISEASE IN NAGASAKI.

The total number of cases of various contagious diseases reported in Nagasaki last year was 214. The particulars are as follows:—Dysentery, 68; typhoid, 33; diphtheria, 98; scarlet fever, 2; small-pox, 7; cholera, 2; diarrhoea, 4.

GOOD DIVIDENDS.

The Tokai Agricultural and Industrial Bank has declared a dividend of 7 per cent. per annum. The Kumamoto Rice Exchange has announced a dividend of 35 per cent. per annum.

THE KIOTO SHOKO GINKO and the Osaka Kyofutsu Ginko have declared a dividend of 10 per cent. per annum.

ANOTHER LOAN.

There is a revival of the report that the Government will raise a public loan. The amount mentioned is only thirteen million yen. It appears probable that the Bank of Japan will take up unassisted the whole of the thirteen million yen.

TELEPHONE RATES.

The Department of Communications has issued a notification to the effect that the charge for the use of the telephones between Osaka and Tokyo, which service will be opened on the 1st of February next, has been fixed at one yen sixty sen for every five minutes.

SALE OF A WRECK.

The wreck of the *Yayoi Maru* has been sold to Mr. Omatsu Kokichi of Hiogo for the sum of Yen 5,360.50. The report as to a bid of Yen 46,500 having been made at an auction in Osaka for the vessel is erroneous. One Osaka paper gives these figures, while another mentions Yen 4,650. The smaller amount is correct.

BULLION IMPORTS.

The import and export of gold and silver in 1898, as compared with 1897, were as follows:—

1898 yen 1897 yen

Export.....26,987,805 19,219,163

Import.....42,564,070 81,466,712

Excess of Ex.....15,576,265

Excess of Im.....64,247,549

FOREIGN TRADE.

The foreign trade of Japan in 1898, as compared with 1897, is represented by the following figures:—

1898 yen 1897 yen

Export.....105,693,479 163,135,077

Import.....377,044,073 219,300,772

Excess of Im.....111,550,593 56,165,695

FIRE IN KOBE.

A fire broke out on the morning of the 6th inst. shortly after one o'clock at the residence of Mr. Gomes, No. 43, Shimoyamate dori, Kobe,

resulting in the total destruction of the house, together with the one adjoining, occupied by Mr. and Mrs. Clapp, and two Japanese houses in the rear.

THE SILK MARKET AT YOKOHAMA.

A Yokohama telegram to the *Osaka Asahi* of 9th inst. says that the silk market there since the day before has been very brisk. Since the afternoon of the 8th up to noon on the 9th the purchases of the firm at No. 99-A alone have amounted to 3,000 bales. It is added that the quantity was close upon 4,000 bales at the time the telegram was sent off (2.30 p.m.)

KOBE IMPORTS.

The imports last month at Kobe were not as heavy as was expected, and did not even reach the figures of the corresponding month in the preceding year. On the other hand, the exports exceeded those of December, 1897, by more than two million yen, due in large measure, no doubt, to the increased export of rice. The figures are as follow:—

1898. 1897.

Exports.....Y6,226,000 Y4,684,649

Imports.....9,679,200 9,831,237

Customs revenue.....346,800 206,693

FIRES IN YOKOHAMA.

A fire was discovered about 10.20 p.m. on the 7th instant on Board the Nippon Yusen Kaisha steamship *Hiroshima Maru*, in Yokohama harbour. The cargo in danger consisted of cotton, and about 30 piculs were destroyed before the flames were got under.

On the 8th inst., at 3.50 p.m., a rather serious fire occurred at Isewakicho, Ichome. The building in which the conflagration originated was a restaurant called the Nakamura Chudo, and thence the flames spread to surrounding houses, destroying 14, and damaging four.

RICE IMPORTS.

The import of rice reached an unprecedented sum in 1898, while its export showed a remarkable decrease. The figures for the last three years are as follow:—

1896. 1897. 1898.

Import yen.....5,662,336 1,892,007

1897.....21,528,428 1,294,106

1898.....48,100,023 547,667

APRIL OF LAST YEAR, when the standard price of rice was quoted at yen 16.80 per *koku*, the value of the import during the month amounted to 10,104,600 yen. Since then the price of rice has been on the decrease, and in November when the standard price was quoted at 12 yen, the import during the month was only 259,070 yen. In the mean time, the export increased from 33,546 yen in August to 977,271 yen in November. The great change in the price of rice in last year is quite memorable.

A NEW RAILWAY.

A project for laying down a railway at Bakan Straits to afford direct communication between Bakan and Kyushu, the *Japan Times* says, has long occupied the attention of the promoters, who at one time went so far as to submit the scheme to the authorities, who rejected it owing to some defect. The *Nippon* says the promoters lately entered into a contract with Messrs. Armstrong and Co. for the temporary use of ships in the construction of a bridge over the straits. The English firm, the paper says, greatly approved the work as one reflecting much honour on the Japanese. It is added that another application for license has already been sent in, the funds for the undertaking being estimated at 2,500,000 yen.

TOKYO'S EGGS.

According to the *Jiji Shimpō*, the importers of eggs in Tokyo have agreed to petition the authorities to lower the import duty on eggs and to suspend importation until the result of the petition is known. It is stated that at the close of last year there was a large import of eggs from China in view of the operation of the new Tariffs, and the imports into Yokohama ranging between 2,500 and 3,000 cases a week. The stock is already almost exhausted, however. Dealers think that a duty of ¥1.25 per 1,000 eggs, including those that are damaged, is so heavy that it will ruin their business. It is somewhat remarkable that if there is such a demand for eggs in Japan the home supply of such a perishable article does not increase.

JAPAN'S NAVY.

All the Japanese war-ships to be constructed in connection with the postbellum extension scheme have been ordered, with the exception of one gun-boat, and within the next two or three years the fleet of the Japanese Navy will exceed 260,000 tons. This is a considerable increase, but a veritable contemporary asks, Is this adequate for the defence of the Empire in view of the situation of affairs in the Far East? The position has undergone a great change of late and the present naval scheme of Japan has become inadequate, so it is now a question whether more warships should be built immediately or the present force be simply maintained. The matter of finances, however, stands in the way, and our contemporary urges that the question should be taken into immediate consideration.

REPORTED ARRIVAL OF CHINESE ASSASSINS IN TOKIO.

It was rumoured some weeks ago that the Chinese Government applied to Mr. Yano, Japanese Minister to Peking, for the arrest and extradition of the Chinese political refugees now in Tokio. The Chinese Government was also said to have sent several hired assassins to this country to do away with the obnoxious reformers in the event of failure to obtain their extradition. There seems to be some foundation for the rumour, as the refugees are known to be keeping strict watch and guard. Kang Yuwei's letters and circulars have not helped to mitigate the hatred with which he and his remaining followers are now regarded by the Court and Government of his country. The recent attempt to start a Chinese periodical in Yokohama by these refugees is another sign of offence. Under these circumstances, it is not very surprising that the Government should consider that the Peking Government should seek to remove the arch reformer out of their way. But such barbarous and cowardly measures as those they are credited with having had recourse to, will certainly react against them.—*Kobe Herald.*

A NEWLY DISCOVERED ISLAND.

It has not been forgotten by the public, says the *Japan Mail*, that a Japanese traveller, Mr. Mizutani Shiroku, discovered an island, in October, 1897, lying about 600 nautical miles to the east of the Bonins. It is a small space, only some 7½ miles in circumference, but it is peopled by myriads of penguin, and produces an abundance of bananas and coconuts. Some folks say that the place is really Murus Island, and that it was discovered long ago. In receipt of the Mizutani's report last June, decided to call the island Minamitorishima, or southern Bird Island, in allusion to the immense colony of penguins—2 different kinds—that have their habitat there. The prefix *minami* is used to distinguish the island from Torishima (bird island) which lies farther north and nearer to the Bonins. There are no people living on Minamitorishima, and a few years' lease of it has been granted to the discoverer, who is said to be making a very profitable speculation by exporting its fruits, as well as the feathers and flesh of the penguins. The climate is equable, the thermometer standing generally in the neighbourhood of 80° F.; there is an abundance of vegetation, but little rain, and a great scarcity of water, so that five wells have had to be drilled.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on ten years' observations to 1893.

Barometer.....29.818
Thermometer.....80.1
Humidity.....77
Rainfall.....8.38

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer.....30.40 30.29

Thermometer.....59 64

Humidity.....49 53

Rainfall.....

TO-DAY.

Chinese—8th of 12th moon of 25th year of Kwang-si.

Moon—First Quarter 0 hr. 13 min. a.m.

High water—Morning.....2 hr. 47 min.

Afternoon.....7 hr. 47 min.

Low water—Morning.....7 hr. 50 min.

Afternoon.....10 hr. 47 min.

ANNIVERSARIES.

1812—Gladstone's birthday.

1841—Elliot and Kishen treaty, ceding Hongkong.

1861—Kowloon peninsula formally handed over to Great Britain.

1863—Sailor's Home at Hongkong formally opened.

1870—The *Frederic* burnt by coolies.

1879—Arrival of Portuguese transport *Africa* at Macao, from Lisbon, with 200 policemen for the colony.

1885—Battle of Metenim.

1888—Mr. Mortimer Murray, British Vice-Consul at Macao, committed suicide.

TO-MORROW.

Friday, 20th January, 1899.

Chinese—9th of 12th moon of 25th year of Kwang-si.

High water—Morning.....2 hr. 23 min.

Afternoon.....7 hr. 12 min.

Low water—Morning.....7 hr. 15 min.

Afternoon.....0 hr. 0 min.

ANNIVERSARIES.

1841—Treaty of Chuenpi concluded. Captain Elliot issued a circular re the cession of Hongkong.

1843—Birth of the first Hongkong born British subject.

1871—Germany proclaimed an Empire.

1878—Admiral Popoff occupied by the Russians.

1891—Death of Kalakaua, King of Hawaii. Attempt to set fire to the C. N. Co.'s steamer *Pekin* at Shanghai.

1896—S.S. *On Sang* ran on Dunmail Rock and beached.

1897—Census of Hongkong taken: population 226,382.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Tonkin*) 21st inst.

English (*Bulwer*) 21st inst.

American (*City of Peking*) 22nd inst.

Canadian (*Empress of India*) 23rd inst.

Indian (*Catherine Ahear*) 23rd inst.

American (*Gueller*) 25th inst.

Australian (*Chinglin*) 29th inst.

American (*Victoria*) 5th prox.

THE Nippon Yusen Kaisha's steamer *Inaba Maru* (Europe Line) left Moji for this port on the 17th, and is expected to arrive here on the 21st instant.

THE Nippon Yusen Kaisha's steamer *Hiroshima Maru* (Bombay Line) left Moji for this port on the 17th, and is expected to arrive here on the 22nd instant.

THE Nippon Yusen Kaisha's steamer *Tokio Maru* (Australasian Line) left Kobe via Nagasaki for this port at noon of the 17th, and is expected to arrive here on the 24th instant.

THE China Navigation Co.'s steamer *Chinglin* from Australian Ports, left Port Darwin via Swans, left Singapore for this port yesterday, the 18th, and may be expected here on or about Sunday, the 29th instant.

THE China Mutual Steam Navigation Co.'s steamer *Osaka* from Glasgow, Liverpool and Swans, left Singapore for this port yesterday, the 18th, and may be expected here on or about Tuesday, the 24th instant.

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, arrived at Nagasaki at 7 a.m. today, the 19th, and leaves at 4 p.m. for Shanghai, where she is due to arrive at 8 a.m. on Saturday, the 21st instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Hidoro Pons.....at Kowloon Dock.

H.G.M.S. Kaiser....." "

H.G.M.S. Mowee....." "

H.G.M.S. K. Ala....." "

Altantak....." "

Isla de Cuba....." "

Isla de Luzon....." "

Mohamouthshire....." "

Lyceum....." "

H.G.M.S. Gefon....." "

Ningchow....." "

Bechdale....." "

Haltun....." "

Changsha.....Cosmopolitan

Nanyang.....Aberdeen

PASSED THE CANAL.

Outward—Dec. 13th *Norman Isles*; Dec. 10th *Pine Branch*; Dec. 20th *Glenek, Ettrickdale*; Dec. 23rd *Wennington Hall, Trillick*; Dec. 27th *Manila*; Dec. 30th *Antoni, Boynton, Savoca*; Jan. 3rd *Sidney, Trieste, Servia*; Jan. 6th *Glenagray, Siletta, Nerite*; Jan. 10th *Menclaus, St. Andrews, Lolus*.

Homeward—Jan. 10th *Melbourne*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for Consumption, Scrofula, General Debility, Wasting Disease of Children, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong, 1899.

Entertainments.

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

will give an EXTRA PERFORMANCE of the PANTOMIME.

"THE YELLOW DWARF."

ON SATURDAY, the 21st January, 1899, at 3.30 P.M.

STALLS AND DRESS CIRCLE.

Adult.....\$2.

Children, Nurses and Ammhs.....1

Pit Ticket will be distributed free to Different Schools.

THE TICKET OFFICE will be OPEN on WEDNESDAY, the 18th instant, at 10 A.M. and continue open Each Day from 10 A.M. to 4 P.M.

H. C. NICOLLE, Acting Manager.

Hongkong, 11th January, 1899. [57a]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

Will give Three more Performances of the PANTOMIME.

"THE YELLOW DWARF."

ON SATURDAY, 28th January, 1899, WEDNESDAY, 1st February, 1899, SATURDAY, 4th February, 1899, at 8.30 P.M.

Dress Circle.....\$3

Stalls.....2

Half Price to Soldiers, Sailors and Police in uniform to the Pit.

THE TICKET OFFICE will be OPEN on THURSDAY, the 26th January, at 10 A.M. and continue open Each Day from 10 A.M. to 4 P.M.

Late Trains to the Peak.

H. C. NICOLLE, Acting Manager.

Hongkong, 16th January, 1899. [81a]

Auctions.

PUBLIC AUCTION.

THE Undersigned will let by PUBLIC AUCTION, on

MONDAY, the 23rd day of January, at 3 o'clock, P.M., on the Spot.

The several lots numbered 1 to 19 on plan to be seen at the AUCTIONEER'S OFFICE, for erection of Booths and Matsdons on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

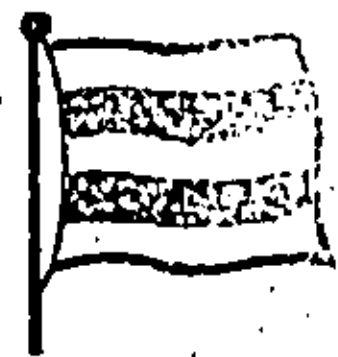
TERMS—Cash.

For conditions of Sale, apply to HUGHES & HOUGH, Auctioneers.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU	SHANGHAI, CHEMULPO and	To-morrow, 20th January, at 4 P.M.
J. Nagao	NAGASAKI	
INABA MARU	WEEK, VIA SHANGHAI, PERSIAN	SUNDAY, 22nd January, at Daylight.
W. Hainbridge	COLOMBO AND PORT SAID	
HIDOSHIMA MARU	BOMBAY VIA SINGAPORE and	TUESDAY, 24th January, at Noon.
S. Tsui	COLOMBO	
KINSHU MARU	SEATTLE (WASH., U.S.A.) VIA	THURSDAY, 26th January, at 4 P.M.
W. Brady	Kobe, YOKOHAMA & VICTORIA, B.C.	
TOKIO MARU	THURSDAY ISLAND, TOWNS	FRIDAY, 27th January, at 4 P.M.
J. B. Murray	VILLE, BRISBANE, SYDNEY and MELBOURNE	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 13th January, 1899.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX, Crude, Semi-refined and Refined.

ORDERS SOLICITED and LOWEST PRICES QUOTED.

MITSUBISHI KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office - TOKIO.

Branch Office - HONGKONG.

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents: -

Mitsui Coal Mines.
Onoda Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Onoda Cement Company, Japan.
Kangoguchi Cotton-Spinning Mill, Japan.
The Mitsui Cotton-Spinning Mill, Limited.
Tokyo Cotton-Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 24th March, 1897.

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"COMMONWEALTH"

Captain James, will be despatched for the above port on SATURDAY, the 28th instant.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th January, 1899.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"NESTOR"

Captain Asquith, will be despatched for the above port on WEDNESDAY, the 1st February.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th January, 1899.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

Captain Trotter, will be despatched for the above port on or about the 20th February.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 6th January, 1899.

FOR NEW YORK (DIRECT).

THE Steamship

"KENMORE"

Captain Ellis, will be despatched for the above port on or about the end of February.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th January, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 15th Feb., 1899.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 15th Mar., 1899.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th April, 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports, and AROUND THE WORLD. Return tickets to various ports at reduced rates, and for 1, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and its appointments and Cuisine are unequalled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street.

Hongkong, 16th January, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

THE Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, and to ports in the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

EYE-SIGHT.

MR. N. LAZARUS, Oculist, Optician, of London and Calcutta, may be consulted for SPECTACLES at FLETCHER & Co.'s PHARMACY, (Opposite the HONGKONG HOTEL).

Business Hours: 9 a.m. to 5 P.M.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes, - the many years of "Eye Strain" ending in various forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVISE FREE.

[78a]

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
D. RICKMERS	HAVRE, HAMBURG/BREMEN.	6th February.
Papua	(LONDON with transhipment in HAMBURG)	About 15th February.
SAARNA	HAVRE, HAMBURG/BREMEN.	About 15th February.
Elbers	(LONDON with transhipment in HAMBURG)	About 15th February.
SILESIA	HAVRE, HAMBURG/BREMEN.	About 15th February.
Belens	(LONDON with transhipment in HAMBURG)	About 15th February.
SUEVIA	HAVRE, HAMBURG/BREMEN.	About 15th February.
Forck	(LONDON with transhipment in HAMBURG)	About 15th February.
WITTENBERG	HAVRE, HAMBURG/BREMEN.	About 15th February.
Madsen	(LONDON with transhipment in HAMBURG)	About 15th February.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 19th January, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND-SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 21st January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th January, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

N.B. - CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Preussen Wednesday 1st Feb.

Sachsen Wednesday 1st March.

Bayern Wednesday 15th March.

Prinz Heinrich Wednesday 15th April.

Preussen Wednesday 15th May.

ON WEDNESDAY, the 1st day of February, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain C. Heintze, with MAILS PASSINGERS SPECIE, & CARGO, will leave this Port for above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 30th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 31st instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 31st instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further particulars, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 19th January, 1899.

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